

HOPE CAPT. BARR MADE ERROR IN HIS MESSAGE

Steamship Men Cannot Believe
Only One Volturmo Survivor
Is on the Carmania.

GIVES 511 AS RESCUED

Belief in Shipping Circles Here
That Figures Were Mixed
in Transmitting
Wireless.

The first news of the disaster to the Uranium Line steamship Volturmo was received in this city yesterday in a cable message to the Cunard Line, at No. 24 State street, sent from the company's agents at Fishguard. It was a relay of the wireless report from Captain James Barr of the Cunarder Carmania, bound for Queenstown, Fishguard and Liverpool.

The Carmania, which averages eighteen knots, is the fastest of the ten steamships that went to the rescue of the burning Volturmo. She left New York on October 1 and was due in Queenstown yesterday forenoon. Bad weather and the time lost in standing by the distressed vessel will make it impossible for her to make Queenstown before noon to-day. She may not arrive off Fastnet before midnight.

As soon as the code message was received it was transcribed and its contents were sent to Edward O. Thomas, local agent of the Uranium Line, at No. 15 Broadway. Captain Barr, who is known for his coolness and accuracy, is a stickler for detail, and it was thought that his message had been unintentionally distorted in transmission, as the wording showed discrepancies in the distribution of survivors to the ten assisting steamships and left 146 of the 607 souls on board unaccounted for.

Herman Winter, general manager of the Cunard Line, cabled at once to Liverpool for information from the home office in the case of comparing its cable with that sent from Fishguard. Up to a late hour last night Liverpool had not answered.

Captain Barr's Message.

The relayed message from Captain Barr read: "Volturmo, Uranium Steamship Company, abandoned on account of fire Friday, October 10, 9:30 a. m., latitude 43.33, longitude 34.33.

"Following is a list of the saved on ten assisting steamers:

"Carmania, 1; La Touraine, 40; Minneapolis, 20; Rappahannock, 19; Czar, 102; Narragansett, 25; Devonian, 59; Kroonland, 50; Grosser Kurfurst, 105; Seydlitz, 36. Incomplete lists of those saved are on board. Will forward from Queenstown. Advice has been received from yester Volturmo, original numbers, 24 cabin, 540 steerage, 50 crew. Crew saved on board Kroonland: Captain, chief, second, third and fifth engineers, two telegraphists, Narragansett, baker, steerage steward, Czar, purser, surgeon, Grosser, Kurfurst. Nineteen names have not been received.

BARR.

The total list of all persons on board, according to figures sent by Captain Barr as he got it from the original list of the Volturmo's purser, is 607. He has accounted for 511 persons saved and distributed among the ten steamships, including his own, which leaves 146 persons unaccounted for.

It was said at the Cunard office yesterday that Captain Barr certainly must have taken about the Carmania more than one person. If the figure "1" is an error in cable transmission, as is generally believed, the Carmania most likely has taken on board many of the survivors and that the loss of life will be comparatively light.

No details were received yesterday that would indicate when the fire broke out on the Volturmo or how long she had been fighting it, but it is assumed from the number of passengers saved and the fact that the entire crew had been safely transferred to the Kroonland that the flames had been kept well under control until the rescuing ships arrived.

Unofficially it was said that the fire had probably started on Thursday night when the Carmania received her first distress call from the Volturmo. Westerly gales prevailing for the last week had kicked up a rough sea. This condition with a stiff northwest blowing, would make it difficult for the westbound steamships to get to the burning vessel.

Carmania Speeds to Aid.

The Carmania was perhaps between sixty and eighty miles west of the Uranium liner when she first heard the latter's call. She is a triple screw turbine steamship, the first turbine vessel brought out by the Cunard Line, and under pressure can develop 20 knots. With the gale behind her and a following sea she could get to the Volturmo in approximately four and a half hours.

As soon as the message was received by the Carmania she relayed to all ships within the sending range of her wireless equipment, which is about 500 miles, the distress call of the Volturmo, giving the latter's position.

It may have been that the rescuing ships had heard direct from the Volturmo, but, whichever way the news came, ten steamships were on hand and, thanks to the efficiency of wireless telegraphy, were able, with their own lifeboats and those of the Volturmo, to save 511 of the latter's crew and passenger complement, and perhaps more.

According to the position of the abandoned steamship, given by Captain Barr as latitude 43.25 longitude 34.33, she was about 1,020 miles southwest of Queenstown and 720 miles southeast of Cape Race, Newfoundland, the nearest land. She was about 275 miles southeast of the Volturmo, which was at latitude 41.45 longitude 50.14, the exact position in which the Titanic went down.

The Volturmo was inspected on December 13, 1912, by an inspector from the United States Steamboat Inspection Service at that port and her owners were referred to put aboard 229 additional life preservers.

Volturmo Could Carry 1,504.

According to Captain George T. Charlton, inspector of hulls, the vessel had a certificate showing that she had come up to the standard of requirements of the British Board of Trade. In some respects the full short of the standard of requirements demanded in this country, but the vessel was not amenable to the laws of the United States.

The inspection here and examination of her certificate showed that the vessel had a carrying capacity of 1,504 persons, including her crew of ninety-three.

CAPTAIN M. SPANGENBERG OF THE GROSSER KURFURST, THE SHIP THAT SAVED MOST LIVES.



wooden lifeboats, with a capacity for 600 persons; two collapsibles for 108, one folding Berthon boat for 54, one working lifeboat for 30, and six lifeboats for 114. This equipment was considered sufficient to keep afloat at one time 906 persons.

The American law requires all vessels of 1,000 tons or over to carry eight hand extinguishers for every thousand tons.

She was of 3,581 tons gross, and should have had fifty-six extinguishers. Under the British regulations she was not required to carry any and had none. She carried only 450 feet of fire hose and two double acting steam fire pumps each less than a cubic foot in size, and two double action hand pumps.

The Volturmo was 240 feet long, with a forty-three foot beam and a twenty-foot depth of hold. She was built in 1906 in the shipyards of Fairfield & Co., Limited, of Glasgow, and was rated as A1 by Lloyds. Her net tonnage was 2,222. On the present voyage she carried 831 tons of non-combustible chemicals, manufactured cotton goods, mineral waters and liquors.

Ask Reports from Rescuers.

As soon as Mr. Thomas received news of the disaster from the Cunard Line he communicated with P. A. S. Franklin, vice-president and general manager of the International Mercantile Marine Company, which owns the westbound Red Star liner Kroonland, the vessel which took aboard the Volturmo's crew, and the Minneapolis, which has survivors on board.

Mr. Franklin said he would send a message at once to Captain Kreibohm, of the Kroonland, and Captain Gates, of the Minneapolis, asking them to send reports of the disaster and names of those taken aboard their ships.

Karl Von Helmholt, general manager of the North German Lloyd Line, liners Seydlitz and Grosser Kurfurst, sent messages to Captains Dietrich, of the former, and Spangenberg, of the latter, to send him a complete list of all persons rescued by their vessels from the Volturmo, with a report of the casualty.

Mr. Thomas also wired his agents in Halifax to procure the first available steamship and send it out as a relief ship to cruise about in the locality where the Volturmo was abandoned. Also he asked for information concerning the Volturmo.

Late last night he received a reply, sent by Mr. Mooney, his agent, which read: "Majority of passengers are on ships despatched for Great Britain and Europe. Nineteen on the Rappahannock for Halifax. Tinsley, our Rotterdam agent, cables indicating loss of life not nearly so large as represented."

The Uranium liner Uranium, a sister ship of the Volturmo, sailed for Rotterdam yesterday at 7:35 p. m.

The Russian-American Line agents in this city sent a cable message to their office force in Rotterdam to meet their steamship Czar when she arrives off Rotterdam this morning and get a complete list of names of all passengers on board. Special instructions were sent to the master of the Czar to cable to New York, through his agents, a full report of his participation in the rescue work.

Similar instructions were sent to Havre by Paul Faguet, local representative of the French Line. The Touraine, which picked up forty of the Volturmo's passengers, is due in Havre this afternoon.

Think Loss Was Small.

The wireless equipment on the Volturmo was in charge of Walter Geddon, who has been with the company for several years. He was assisted with the work by C. J. Bennington. The fact that both these men were saved and taken aboard the Carmania indicated that the loss of Narragansett indicated that the loss of the Volturmo was small. Both life and the loss of the sort of men who would go down with the vessel if there was any need of their remaining on board. The fact that they and Captain Barr and his entire crew left the vessel would indicate that no living person was left behind.

The passengers who have not been accounted for were most likely lost in the work of transfer, as the weather conditions were not good and the Volturmo's lifeboats may have been smashed against her sides or overturned in the rough seas.

Robert W. de Forest, chairman of the Red Cross emergency relief committee, after a consultation with Mayor Kline last night, announced that members of the committee would meet at the dock the survivors of the Volturmo, who would be brought here Tuesday, and provide fully and immediately for their present needs, with the co-operation of the Commission of Immigration. He said that missions of money would be welcomed and that they should be sent either to the office of Mayor Kline, or to Jacob H. Schiff, treasurer of the Red Cross.

Fire at sea remains one of the chief dangers of navigation even in the steel ships of to-day. Within the last six months five steamers have been de-

MANY APPALLING MARINE DISASTERS DUE TO FIRE

Flames Still Chief Danger at
Sea, Despite Modern Steel
Construction.

OCEAN MENACE INCREASES

Burning of the General Slocum,
in New York Waters, Leads
List with Record of
1,000 Lives Lost.

VESSELS BURNED AT SEA WITHIN THE LAST 55 YEARS.

1913, Oct. 3—The Templemore, a British freight steamer, burned 800 miles off the Virginia Capes.

1913, April 19—The Frost, a Norwegian ship, burned in the North Sea.

1913, January—The Estonia, a Russian ship, burned in the Red Sea.

1912, Oct. 18—The Lall, a Russian ship, burned at sea.

1912, Oct. 7—The Fagundis Varela, from Brazil, burned at sea.

1912, July 22—The Kallervo, a Russian ship, burned at sea.

1912, March 31—The Zinnia, a British ship, burned at sea.

1912, Feb. 3—The Consols, a British ship, burned at sea.

1912, January—The Spondilus, a British ship, burned at sea.

1911, December—The Isea, flying the Austrian flag, burned at sea.

1910, Aug. 29—The West Point, British steamer, burned off Cape Race.

Twenty lives lost.

1904, June 15—The General Slocum, burned in Long Island Sound. One thousand lives lost.

1900, June 30—The Saale, the Bremen and the Main, three steamships of the North German Lloyd Line which were burned in the pier fire at Hoboken. Three hundred lives lost.

1897, March 7—The Ville de St. Nazaire, burned off Cape Hatteras. Forty lives lost.

1890, Dec. 27—The Shanghai, burned in the China Sea. One hundred and one lost.

1887, Nov. 15—The Wah Yung, burned between Canton and Hong Kong. Four hundred lives lost.

1874, Dec. 26—The Cospatrick, burned off Auckland. Four hundred and seventy-six lives lost.

1858, September—The Austria, burned in midocean. Four hundred and seventy lost.

stroyed by fire and 230 damaged. In 1901 eleven steamships were burned, while in 1912, twenty were destroyed, showing that sea fires are on the increase. It is fair to suppose also that among the many missing ships some have been fire victims.

Of fires in the neighborhood of New York the most famous was the burning of the General Slocum, in Long Island Sound. The General Slocum was an excursion boat and was carrying a Sunday school picnic party on an outing. One thousand persons lost their lives. Another disaster in New York waters was the burning of the Saale, the Bremen and the Main of the North German Lloyd line. This does not come directly under the classification of fires at sea, as the ships were at their piers when the blaze started. It served to illustrate, however, the rapidity with which flames could travel through vessels of modern construction. Three hundred lives were lost in this fire.

Of ocean blazes the most destructive recorded in modern times was the burning of the steamer Cospatrick, off Auckland, December 26, 1874. Four hundred and seventy-six lives were lost.

Chinese waters have a bad record for marine disasters from fire. The destruction of the Wah Yung, which burned on its way from Canton to Hong Kong, November 15, 1887, cost four hundred lives. The burning of the Shanghai in the China Sea, December 27, 1890, was responsible for the death of 101.

A particularly destructive fire, and one that was staged under impressive conditions, was the burning of the Austria in midocean in 1858. Four hundred and seventy lives were lost.

The West Point, a British steamer, was lost by fire off Cape Race, August 29, 1910. Five lives were lost.



"There is no truer truth obtainable
By man than comes of music"

—Browning

Pageant of red and yellow and bronzed green—the gorgeous deckings of the Autumn wood. And with the coming of the twilight, the blue-black palette of night tints each glowing color to the neutral of oblivion.

But in music is made immortal the beauty, the courage, the very spirit of the dying summer.

So, if the mood of the Autumn season be upon you, come, sit at the Pianola and play.

Softly, firmly strike the majestic chords of the opening theme. Chaminade's "Autumn!" And well titled it is! For in the full, rich harmony of this first appealing melody are the glorious tints, the pomp, the gay-sad sentiment of this, the season of the year's maturity.

Every sense keenly alert to comprehend each beautiful phrase, trace the red Metrostyle line—an accurate record revealing to you the subtle turns of the composer's own interpretation. The music rises in speed and pitch, as the wind before the oncoming storm—massive chords and rushing arpeggios whirl, with the violence of the chilling tempest hurling hither and yon the rustling leaves

But soon there comes again that wonderful opening theme in smoothly shifting variations. An indefinable mood of sadness drifts through the gentle melody. And now—the closing arpeggios—floating SOFTLY, SOFTLY, softly

If you would know the delight, the wonderful satisfaction of making real music with your own hands and brain—know the Pianola.

The Pianola

"The World's Greatest Musical Instrument"

The absorbing interest and pleasure of playing the Pianola lies in—

The satisfaction of executing skillfully and beautifully the most difficult music—

The subtle fascination of perfect expression control—

And above all, the sense of ability to convey the mood of the composition, be it grave, gay, sombre or sparkling—to weave it into the music as you play.

The exclusive expression devices of the Pianola—such as the Metrostyle, the Themodist and the Graduated Accompaniment Levers—make possible this wonderful control. They are protected by numerous patents, some of which are basic.

These devices are not to be had in any instrument except the Pianola. They have never been successfully imitated and they are essential in securing a correct and pleasing musical interpretation.

If you would know the delight, the satisfaction of making real music with your own hands and brain—know the Pianola.

Player-pianos, so called, are not Pianolas. There is but one Pianola. It is made exclusively by the Aeolian Company, and is obtainable in the following models only:

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The Weber " The Stuyvesant "
The Steck " The Stroud "

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LESSONS LEARNED FROM THE TITANIC DISASTER

Maritime Regulations Much
More Stringent than Before
White Star Liner Sank.

FEW EXTRA FIRE GUARDS

Life Preservers and Seats in
Boats Now for All Passengers,
but Use of Steel Has Blind-
ed Lines to Peril.

STEAMER BURNS TEN DAYS

The Templemore Abandoned
Sept. 30, on Fire Oct. 10.

Montreal, Oct. 11—The steamship Oscar II has sent the following wireless message to Cape Race, which was relayed to-day to the office of the Maritime Company here:

"Noordam reports that on October 10 at 9:40 p. m. passed Templemore on fire in latitude 40.55 north, longitude 66:23 west; dangerous to navigation; will advise later news."

The steamer Templemore was abandoned on fire at sea 800 miles east of the Virginia Capes on Tuesday, September 30. The steamer Arcadia, answering an "S. O. S." wireless, reached the doomed vessel in time to rescue the officers and crew and brought them to Baltimore.

The Templemore was a British freighter, bound from Baltimore for Liverpool.

VOLTURMO INSURED FOR \$300,000.

Toronto, Ontario, Oct. 11.—D. B. Hanna, vice-president of the Canadian Northern Railway, owner of the Volturmo, said to-day that the hull of the Volturmo was valued at \$300,000 and that she was insured for \$300,000.

SHERIDAN UNDER KNIFE.

Detective Sergeant Martin Sheridan, athlete, was operated on in Bellevue Hospital late yesterday afternoon for a growth on his spine. The operation was performed by Dr. A. S. Vosburgh, who later said that the operation was a success and that the patient was resting comfortably.

that each steamer shall carry collapsible boats adequate to carry all the passengers, but no drills are provided for except at sea, and no provision is made for an adequate check on these.

Many reforms have been carried out by the steamship companies. The White Star Line officers now give each member of the crew when he leaves port a definite assignment as to the position which he is to take in case of accident. The Cunard company has continued its policy of building vessels with double bottoms—"ships within ships." The Olympic and the Imperator were also constructed along this plan.

Both fire and boat drills are held frequently on almost all lines which come into this port. The Imperator and the Vaterland are equipped with searchlights of 30,000 candle power, enabling the lookout to see seven miles ahead. Provision has also been made that in case the steamer is listing all boats can be lowered from the side nearer the water. Motor-boats in addition to lifeboats are carried on some steamers.

Changes and improvements have been made in the matter of launching lifeboats. Improved davits have been installed, and derricks capable of dropping boats well out to prevent their striking the side of the vessel.

To avoid icebergs changes have been made in the steamship lanes, and the United States government has established a patrol to look for and report bergs.

Little attention has been paid, however, to danger from fire. So much steel is used in modern steamers that this danger has been regarded as no longer acute. Lewis Nixon said six months ago in an article on "Ocean Safety":

"Fire still stands as a frightful menace, and the simple fact that we have had no awful fire on some crowded transatlantic steamship should not prevent the most rigid regulations to make a disastrous fire impossible."

Numerous experiments have been made recently with unsinkable lifeboats, but few boats of this sort are in use.

The general rules and regulations prescribed by the board of supervising inspectors, as amended April 18, 1912, and approved by the Secretary of Commerce, under the head of "Fire Apparatus," Section 8 of Rule IV, say:

"Steamers required to be provided with double acting steam fire pumps shall be equipped with such pumps according to their tonnage as follows: Steamers of 3,000 gross tons and over shall have pump cylinder of not less than 1,000 cubic inches capacity. . . . Upon such steamers fire mains shall be laid with number of outlets arranged so that any part of the steamer can be reached with water with the full capacity of the pumps and by means of a single 50-foot length of hose from at

least one of said outlets. On all classes of steamers every such pump shall be fitted with a gauge and a relief valve, adjusted to lift 100 pounds pressure."

Section 16 of the same rule, relating to fire extinguishers, says: "Steamers of over 1,000 gross tons shall carry not less than eight fire extinguishers, which shall be located in such parts of the vessels as in the judgement of the local inspectors will be most convenient and serviceable in case of emergency, and so arranged that they may be easily removed from their fastenings. . . . Every fire extinguisher thus provided for . . . shall be discharged and examined at each annual inspection."

BODIES FOUND IN WOODS

Farmer's Wife and Hired Man
Killed by Shotgun.

Brattleboro, Vt., Oct. 11.—Searchers found to-day the bodies of Mrs. Walter Nichols and Erving Wrisley, a farm hand, in the woods on the Nichols farm in West Guilford. Both had been shot to death, apparently by the man, near whose body lay a shotgun.

The body of the woman's husband, Walter Nichols, sexton of the Baptist Church, was discovered in the highway near his home yesterday. He had been killed by a blow on the head.

Nichols was twenty-seven years old and his wife twenty. They lived alone until last Spring, when Wrisley was employed by them. He was twenty-nine years old and had been married and divorced.

According to the mother of Nichols, Wrisley formed an attachment for his employer's wife.

USES MESH BAG ON MASHER

Girl Also Has Satisfaction of
Sending Him to Workhouse.

Magistrate House, in the night court last night, in imposing a sentence of ten days in the workhouse on William H. Shook, a cashier, of No. 65 Division street, Brooklyn, said he was glad to make an example of him as a warning to other masher.

Miss Mae Russell, a telephone operator, of No. 870 East 163d street, said she was going home from church when, at Fourth avenue and 23d street, Shook accosted her. She paid no attention to him, and he took her arm and asked her to go with him.

Shook's face bore the imprint of Miss Russell's silver mesh bag, and Patrolman Carroll, who was near by, arrested the man at the girl's request. Magistrate House complimented her on her action, and said the streets would be less infested with mashers if other women would do as she had done.